

DESIGNER NOTES

DIMENSIONS SHOWN APPLY TO CUT OR FILL SITUATIONS.

DECK DRAINS OR DOWN SPOUTS SHALL NOT DISCHARGE ONTO RAILROAD TRACK BED.

SLOPED FACE PARAPET LF SHALL BE USED. PEDESTRIAN RAILING WILL ONLY BE PROVIDED IF THERE IS A SIDEWALK. SEE CHAPTER 38 OF THE BRIDGE MANUAL.

VERTICAL CLEARANCE LESS THAN 23'-0" MAY BE PROVIDED IN SOME SITUATIONS WITH APPROVAL OF THE OFFICE OF THE COMMISSIONER OF RAILROADS. CONSULT WITH CENTRAL OFFICE RAILROAD UNIT. MAXIMUM ALLOWABLE HEIGHT 23'-3 1/2" BY FHWA.

** VARIABLE DISTANCE WHICH IS FOUND FROM FIELD SURVEY.

* SITE SPECIFIC JUSTIFICATION REQUIRED FOR GREATER DISTANCES. LATERAL CLEARANCES SHALL BE ESTABLISHED BASED ON SITE SPECIFIC CONDITIONS AND ECONOMICAL STRUCTURE DESIGN; CONSULT WITH CENTRAL OFFICE RAILROAD UNIT. SEE 23 CODE OF FEDERAL REGULATIONS PT 646, SUBPT. B APPENDIX.

▲ USING THIS MIN. CRITERIA ELIMINATES THE NEED FOR CRASH WALL @ PIERS.

TEMPORARY CONSTRUCTION CLEARANCES ARE 21'-0" VERTICAL AND 12'-0" HORIZONTAL FROM CENTERLINE OF TRACK TO FALSEWORK.

ACCOMMODATION FOR ADDITIONAL TRACKS REQUIRES FHWA APPROVAL. CONFER WITH CENTRAL OFFICE RAILROAD UNIT.

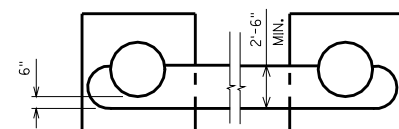
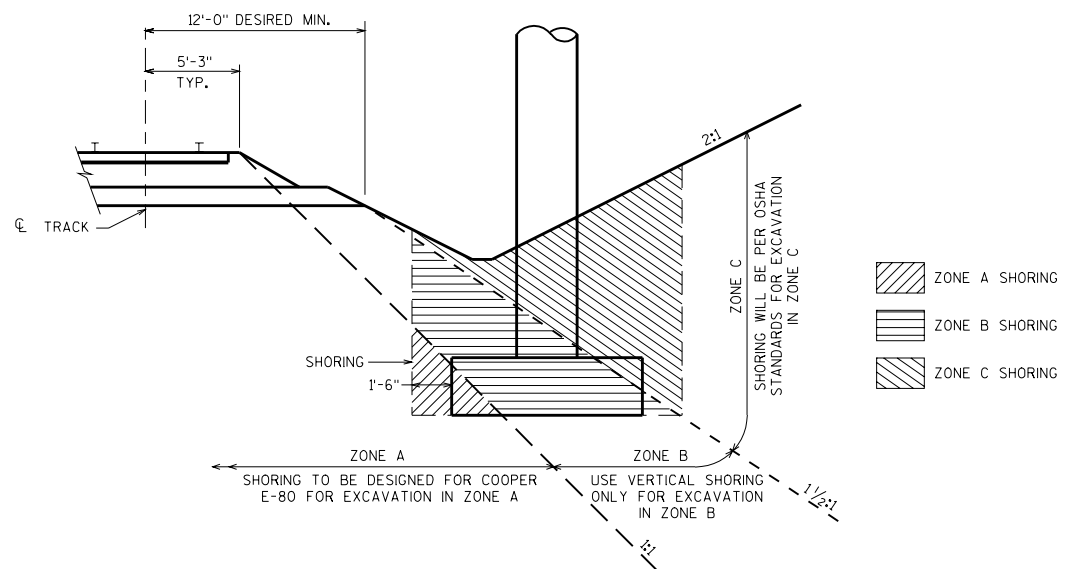
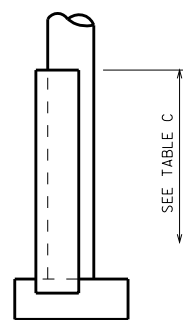
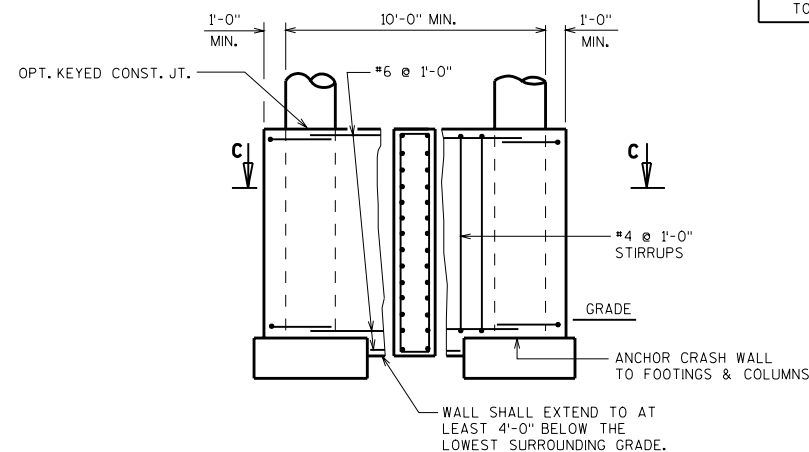


TABLE C

PIER LOCATION	HEIGHT OF CRASH WALL ABOVE TOP OF RAIL
PIERS ≤ 12'-0" FROM CL TRACK	12'-0"
PIERS 12'-0" TO 25'-0"	6'-0"



- ZONE A SHORING
- ZONE B SHORING
- ZONE C SHORING

HIGHWAY OVER RAILROAD DESIGN REQUIREMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: _____

DATE:
7/01